CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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a. MV JULIANA arrived from Hong Kong tilizer, and cleared for Hong Kong oranges and vegetables. b. SS EDENDALE arrived from Hong Kong with 300 tons of fertilizer, and cleared for Hong Kong with 700 tons of fertilizer, and cleared for Hong Kong with 700 tons of fruit and general cargo. c. SS PEKING¹, Chinese Communist flag, arrived from Canton with 900 tons of beans and general cargo, and cleared for Taichow (Kwailing)⁴ in ballast to load salt for Swatow. d. SS WYVERN cleared for Hong Kong in ballast e. SS DAVIKEN cleared for Hong Kong in ballast f. The Chinese Communist WEI NAN⁵, about 1,300 tons, with three holds, arrived from Canton with approximately 1,500 tons of unidentified cargo. g. SS TEFKROS arrived from Hong Kong She was to sail with 1,500 tons of cargo. h. SS NAN HAI 113 cleared for Canton oranges and 2,000 empty gasoline drums. i. Motorized junk CHANG HSING⁶ cleared for Canton orange of oranges and paper. j. Motor junks HUA TUNG (5478/2639), AN TUNG⁶, AN SHENG (1544/3932), and TE SHENG (1795/3932) were at anchor in Swatow, fully loaded, the turn-round of ships at Swatow had become very slow, largely because of a new stevedoring regulation whereby each lighter was loaded and discharged only once per day, whereas previously a lighter had been loaded and discharged as much as three times a day. A harbor official reported that there were 84 lighters, junks without sails or other power with a capacity of 45 to 50 tons, and about ten steam launches available for towing the lighters.			25 X
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with 1,500 tons of cargo. h. SS NAN HAI 113 cleared for Canton with 600 tons of oranges and 2,000 empty gasoline drums. i. Motorized junk CHANG HSING cleared for Canton with a cargo of oranges and paper. j. Motor junks HUA TUNG (5478/2639), AN TUNG AN SHENG (1344/3932), and TE SHENG (1795/3932) were at anchor in Swatow, fully loaded, the turn-round of ships at Swatow had become very slow, largely because of a new stevedoring regulation whereby each lighter was loaded and discharged only once per day, whereas previously a lighter had been loaded and discharged as much as three times a day. A harbor official reported that there were 84 lighters, junks without sails or other power with a capacity of 45 to 50 tons, and about ten steam launches available for towing the lighters.	10	arrived from Canton with approximately 1,500 tons of	25)
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